



MARITIME SAFETY COMMITTEE  
76th session  
Agenda item 4

MSC 76/ISGW/7/16  
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## MEASURES TO ENHANCE MARITIME SECURITY

### Intersessional Working Group on Maritime Security

#### Consideration of Proposals and Information on Maritime Security Issues

#### Ship Security Alert

#### Submitted by the United States

#### SUMMARY

**Executive summary:** This document supports NAV 48's proposed changes to draft regulation XI-2/5, Ship Security Alert, and the Draft Recommendation on Performance Standards for a Ship Security Alert Installation, with some additions to enhance the notification portion of the alerting process.

**Action to be taken:** Paragraph 6

**Related documents:** MSC 75/17/29, MSC 75/24, MSC 75/WP.18, NAV 48/WP.6/Add.1

#### BACKGROUND AND DISCUSSION

1 The Maritime Safety Committee at its seventy-fifth session established a working group on Maritime Security. The Maritime Security Working Group drafted new regulation XI-2/5 containing the general concept related to ship security alarm, and drafted a performance standard for ship security alarm installations. In considering the draft regulation XI-2/5 (Ship Security Alarm) and the draft performance standard (Draft Recommendation on Performance Standards for a Ship Security Alarm Installation), the MSC agreed that a number of issues needed further action in order to address all issues surrounding the ship security alarm. Consequently, the matter was referred to the forty-eighth session of the Sub-Committee on Safety of Navigation for further consideration.

2 NAV 48 considered the criteria developed by the Committee and subsequently amended draft regulation XI-2/5 (NAV 48/WP.6/Add.1, annex 5) and the draft performance standard (NAV 48/WP.6/Add.1, annex 6). The United States supports the proposed changes made by NAV 48, with addition.

3 The US believes that draft regulation XI/5 and the performance standard can be improved with regard to the notification process once the competent authority receives the alert. Upon receiving a ship-to-shore security alert, the competent authority should be capable of notifying

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the flag State Administration, if appropriate, the Coastal State in whose jurisdiction the ship is presently operating, or when the ship is located in international waters, the Contracting Government responsible for the Search and Rescue (SAR) activities in the region. Subsequently, whoever receives the notification, the Administration or the Contracting Government, should immediately notify the other party. It is important that both the flag State Administration and the Coastal State are made aware of a ship's security alert to ensure that immediate and best response actions are taken.

4 Therefore, the US proposes that additional text be added to both the draft regulation and draft performance standard, as amended by NAV 48, as follows:

Regulation XI-2/5, new paragraph 5:

“When an Administration receives notification of an alert, that Administration shall immediately notify the Coastal State in whose jurisdiction the ship is presently operating, and conversely, a Contracting Government upon receiving notification of an alert shall immediately notify the relevant Administration and, if appropriate, the Coastal State in whose jurisdiction the ship is presently operating.”

Draft Recommendation on Performance Standards for a Ship Security Installations, new second paragraph under introduction, with the footnote:

“As required by its Administration, the competent authority receiving the alert shall notify the authority responsible for maritime security within its Administration, the Coastal State in whose jurisdiction the ship is presently operating, or the Contracting Government responsible for coordinating SAR operations in the region the ship is located.”<sup>1</sup>

<sup>1</sup> Refer to the International aeronautical and maritime search and rescue (IAMSAR) manual (resolution A.894(21)) adopted by the organization.

5 In addition the US believes that to facilitate the notification process, Contracting Governments should establish a designated 24 – hour point of contact responsible for maritime security to ensure prompt and appropriate action when security alerts are received. Therefore, the US proposes the following changes to Regulation XI/2-8:

Add a new paragraph 3 and renumber the remaining paragraphs:

“Contracting Governments shall communicate to the Organization the names and contact details of their authority responsible for maritime security within their Administration and thereafter update such information when changes relating thereto occur or are implemented.”

Amend new paragraph 4 (existing paragraph 3):

The Organization shall make available the information communicated under paragraphs 1 ~~and 2~~, 2 and 3 to other Contracting Governments [upon request].

**ACTION REQUESTED OF THE COMMITTEE**

6 The Committee is invited to consider the views contained in this paper and take action as appropriate.

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